cause poisoning of the catalyst, wherein the combustion management means is effective to modulate the air/fuel ratio (λ) in pulses to 0.90 or richer to provide a series of peak enrichments of from 250 milliseconds to 5 seconds in duration for an aggregate time of from 10 seconds to 10 minutes, whereby the catalyst is regenerated.

2. (Amended) An engine according to claim 1, wherein the combustion management means is effective to modulate the air/fuel ratio pulses to 0.95 or richer.

3. (Amended) An engine according to claim 1, wherein the catalyst is an oxidation catalyst.

4. (Amended) An engine according to claim 1, incorporating "common rail" fuel injection, programmed to provide in at least one cylinder, such a quantity of fuel post combustion in the main power stroke, so as to reach, in the exhaust gases, λ of 0.90 or richer.

5. (Amended) An engine according to claim 1, wherein the catalyst is an oxidation catalyst and the exhaust gas aftertreatment system also includes a particle or soot filter downstream of the catalyst.

6. (Amended) An engine according to claim 1, wherein it is fuelled with diesel fuel containing at least 250 ppm sulfur.

7. (Amended) A method of regenerating a PGM catalyst poisoned by sulfur in the exhaust gas aftertreatment system of an internal combustion engine, which system does not include a NO_x trap, which method comprising modulating the air/fuel ratio (λ) of the exhaust gases passing through the catalyst to 0.90 or richer to provide a series of peak enrichments of from 250 milliseconds to 5 seconds in duration for an aggregate time of from 10 seconds to 10 minutes, whereby the catalyst is regenerated.

9. (Amended) Method according to claim 7, wherein the catalyst is in the temperature range 200-500°C, preferably 350-500°C, during regeneration.

Claim 10 has been canceled.